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SOURCE Newspapers as indicated.

ANNOUNCE REDUCTION OF CHINESE FREIGHT RATES;
GIVE RAIL RATES FOR LINES FROM CANTON

REDUCE RATES 11.9 PERCENT -- New York Hua-ch'iao Jih-pao, 7 Aug 50

Two government announcements recently brought rejoicing to the Chinese people, the resumption of air service on 1 August, and a general reduction of railroad freight rates of 11.9 percent, to take effect 1 August 1950.

At the same time, freight classifications will be changed from 20 to 30. (This system has been in use for some time in the Northeast.) The differentiation in charges between first class and the lowest class of freight is also being reduced south of the great wall. Formerly the charges for first-class freight were 25.34 times the charges for the lowest class; henceforth, this differentiation will be reduced to 17 times. Heretofore, the rate for broken shipments has been 100 percent higher than the rate for carload lots; now, it will be 70 percent higher.

In the past the highest rates have been charged for luxury goods. In view of the difficulties private traders are having to maintain themselves, the government has been willing to make a concession for the present by reducing freight rates on this type of goods to make a wider market possible for them during this transition period. The whole reduction program is intended to aid private shippers to place their goods on the market at lower prices and thus increase their range. Various fees in connection with freight shipments are also being reduced. Not only will industry and trade be benefited by this reduction, but the people in general will be able to get goods at lower prices.

The reductions have been made possible through the willing spirit of the workers under democratic management and their great improvement in technical efficiency in handling equipment so as to increase output while at the same time reducing costs. For instance, on the Peiping-Hankow line the pulling efficiency of freight locomotives has been raised from 1,000 to 2,000 tons.

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TABLE OF CURRENT PASSENGER FARES -- Hong Kong Wen-hui Pao, 18 Jul 50

Following is a table of third-class railroad fares via ordinary trains from Canton (East Station) direct to the principal cities of China, effective as of this date. Second-class fares are double those of third-class, except that the second-class fare from Canton to Shen-ch'uan is 40,800 yuan. An additional separate ticket must be purchased for second-class sleeping car accommodations. Fares to points north of Shan-hai-kuan may be calculated in terms of the Northeast currency on the basis of the following fares.

<u>To</u>	<u>People's Notes</u>	<u>To</u>	<u>People's Notes</u>
Shen-ch'uan	23,500	Sian	206,500
Shao-kuan	26,200	Tsinan	218,500*
Heng-yang	57,500	Tsingtao	218,900
Chu-chou	69,400	Tientsin	207,000
Ch'ang-sha	73,400	Paiping	202,400
Wu-ch'ang	97,200	Pao-t'ou	234,000
Hankow	97,900	Hsin-yang	122,000
Kuei-lin	85,200	Hsu-ch'ang	144,400
Liu-chou	96,000	Tsinan	200,800
Nan-ch'ang	94,100	Hsu-chou	180,600
Hangchow	124,500	K'ai-feng	159,100
Shanghai	130,000	Pao-chi	200,200**
Nanking	146,100	T'ai-yuan	199,600

[* Note Tsinan listed again below.

** Fare believed low for distance involved.]

REVEAL LOCATION OF RAILROAD LINES -- Canton Nan-fang Jih-pao, 11 May 50

The locations of the following railroads in China are given in answer to a query by a reader to the editor:

P'ing Ch'i line (平齐) -- Located in Northeast China, extending from Ssu-p'ing to Ch'i-ch'i-ha-erh.

Pai Chin line (平晋) -- Branch line of Ta-t'ung--Feng-ling-tu line. Located in Shanxi Province, extending from Pai-kuei-chen near Ch'i-hsien (112 19, 37 19) to Chin-ch'eng (112 56, 35 31).

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Hsin Pien line (新汴) -- Branch line of Peiping--Hankow line. Located in Honan Province, extending from Hsin-hsiang to Pien-ching (K'ai-feng). This line was built by the Japanese about 1939 and crossed the dry bed of the Yellow River. Since the Yellow River was restored to its pre-1938 bed, in 1947-48, the question arises as to whether and how this branch line now crosses the Yellow River.

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